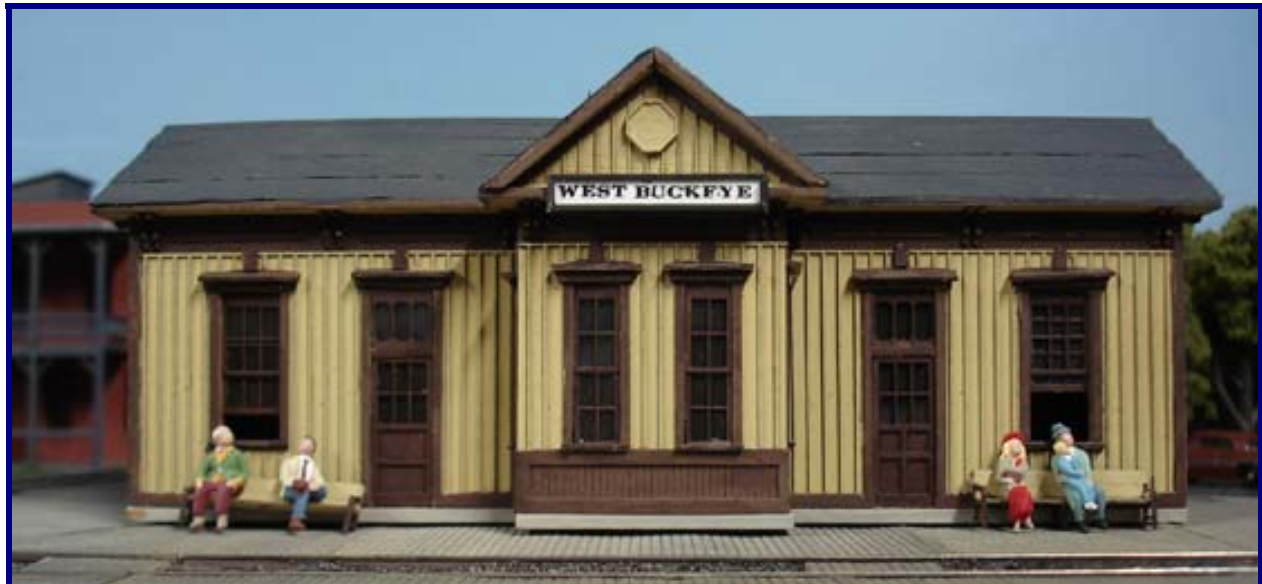


THE B&O MODELER

Volume 3, Number 2

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**BUILDING A WINTON PLACE STATION KIT
UPGRADING THE ACCURAIL/5TH AVENUE CAR SHOPS E. KAHN'S SONS CO. 40-FT MEAT REEFER**

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Cover Photos – Top, Winton Place Station – Mike Lytle photo. Middle, E. Kahn's Sons Co. Meat Reefer – Greg Martin photo. Bottom, Walthers Heavyweight Baggage Car -Greg LaRocca photo.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their

purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of [annual memberships](#) are available, Regular memberships are only \$35.00. If you would like to join, click [here](#) to fill out our [membership application](#), print a copy and mail it to:

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FROM THE ASSOCIATE EDITOR

The Incredible Likeness of B&O

How would you rate the fidelity of your models or layout to the prototype B&O, say on a scale of one to ten? One would be a layout where the modeler doesn't care at all about the equipment matching what the B&O actually owned, let alone being numbered correctly, being from the same era, or used only on one particular division of the railroad. A ten would be a model railroad set on a specific date (perhaps down to the hour!), with every blade of

grass and every tree modeled as it appeared on that day and at that time. I suspect that the majority of us would fall smack in the middle of my fidelity scale, with most of us probably paying more attention to equipment (with engines and passenger cars leading the way), somewhat less to structures, and almost none to exactly duplicating landforms and trackage, although we may generally try to at least suggest the actual location being modeled.

Of course, it doesn't always work that way. I know a B&O modeler who is a civil engineer by trade, and who has paid a great deal of attention to the physical plant of his layout, right down to having duplicated the way B&O signals actually worked. He has scratchbuilt most of his structures, and has the space to model industries without selective compression. Yet, his locomotives are not necessarily numbered in the correct series, and his freight cars are pretty generic. Most people come away from his layout with the idea that they'd rate it a ten. They come away thinking that because the whole is greater than the sum of its parts. Maybe that F-7 is numbered in an F-3 series, but when it goes growling by with scale sound, actually helping to push a loaded coal train over the grade, they don't think, "Gee, he numbered that engine wrong." Rather, they think, "Wow! Look at that helper set straining to get that coal train over the road!" Any layout is an invitation for us to suspend disbelief. Even a layout that truly does rate a ten would quickly fall apart if we examined the thickness of the diesel shells, or the method of propulsion of the steam locomotives. Model wheels are too thick, and their flanges, even RP25, are too deep; couplers, even "scale" ones, are too large, and, in real life, coal generally is not loaded into hoppers by being glued onto a styrene platform that then sits on top of the slope sheets (and is loaded and unloaded by a giant hand reaching out of the sky!)

Most of us, of course, don't worry about these things. We're too busy trying to find the time just to complete that boxcar sitting on the workbench. Any model is limited by four factors: desire, skill, time, and money. Desire is the easiest of the four to have, and can be merely the act of seeing a picture of something and wanting to duplicate it in model form. Skill may sometimes seem the hardest to achieve, but is simply the accumulation of all of one's previous experiences in modeling. It is always increasing. Time and money are probably the two hardest factors to reconcile, and usually they are in tension with one another—time can be saved but only by spending

money. Or, a model can be built very economically by taking the time to start with raw materials and scratchbuild it. Either way, there never seems to be enough of either.

Manufacturers face time and money constraints, too. Back in the "good old days", there would be one generic model of a given car, engine, or what have you, and it would be up to the modeler to detail it to match his favorite prototype. The march of technology has changed this somewhat, and with the cost of designing and cutting dies having fallen, it is not uncommon for a manufacturer to tool up several versions of the same model. Spectrum comes to mind with their USRA Heavy 4-8-2 (USRA and C&O specific engines), 2-10-0 (WM, Erie, and Frisco specific), and 4-6-0 (high and low drivered versions). But, even with this willingness and ability to deliver detail-specific products, the manufacturer still has to have a starting point, and select some prototype on which to base their product. The prototype selected as a basis for the model may not always be exact for all versions of the model produced.

In this issue of *B&O Modeler*, I review the Walthers HO Scale heavyweight 70' ACF baggage car. Although not based on a B&O prototype, in my opinion, the model nevertheless makes for a very credible B&O car. Apparently, based on the model almost immediately selling out at Walthers, many of you agree with me. From time to time, *B&O Modeler* will look at other models, which, although not 100% correct for B&O, are representative or compelling enough such that many modelers will be happy to have them, as they save much time and money, and go well with the idea of being in the middle of the fidelity scale.

Greg LaRocca
Ellwood City, PA
March 9, 2007

NEWS FROM THE COMPANY STORE

BY GEORGE STANT

Why should you become a member of the Baltimore and Ohio Railroad Historical Society? Besides belonging to one of the finest railroad organizations in existence, you will also get some nice discounts on the multitude of items that we sell through our Company Store. For example as a Society member,

you can save up to 20% on most books over the price we charge to the general public. And on our models, you can save from between 10% and 15%, more with some of the specials that we send out to members. The same goes for the more than 175 reprints of manuals, track plans, and other documents taken

from B&O historical records. And remember the profits from these sales go directly back to the Society's ongoing preservation efforts.

If you want to learn more about joining the Society, make sure you read "An Invitation to Join the B&O Railroad Historical Society" earlier in this edition of *The B&O Modeler*.



Ed Bommer's "Genesee River" and the SIRT camelback near the 'car shop' on his O scale layout, now under construction

UPDATES AND ERRATA

The 2007 New England/Northeast Prototype Modelers Meet is scheduled for 9 a.m. to 10 p.m., Friday and Saturday, June 1 and 2, 2007 at the Canton Community Center, 40 Dyer Avenue, Collinsville, Connecticut.

Admission is \$25 in advance/\$30 at the door

This includes, two days of clinics, model displays, prototype presentations and camaraderie intended to teach you a few new modeling techniques and to get you excited about doing some great modeling. Tours of Branchline Trains on Thursday, May 31. Layout open houses on Sunday, June 3

For more information, please check our website: <http://www.trainweb.org/neprototypemeet/>.

MODEL PRODUCT REVIEWS

EDITOR NEEDED

HO Scale

Walthers Heavyweight ACF 70' Baggage Car

By Greg LaRocca, *Model photography by the author.*



In many ways, baggage cars were the most important cars in a railroad's passenger fleet. Most baggage cars actually probably carried very little in the way of baggage, being used more for express, and most lucratively, U.S. Mail. In fact, it is more proper to refer to these cars as "Baggage-Express". In an age before UPS and FedEx, everything moved by rail. Listen to the song "The Wells Fargo Wagon" from *The Music Man*, and you'll have an idea of the variety of items shipped by rail for local delivery by Wells Fargo, the UPS of its day. In the 1960's, when passenger loadings had dropped to a mere fraction of what they had once been, carrying mail in baggage cars made many routes still profitable. The US Postal Service yanking mail off of the rails sounded the death knell for many a passenger train.

Walthers has introduced a baggage car to its growing line of heavyweight passenger cars, and has included B&O among the roadnames produced. Unfortunately, the prototype for the model is not a B&O car, but is an MP car. A picture of the prototype is at <http://rr-fallenflags.org/acfx/mp-b56asw.jpg>.

So, why review this car in a magazine devoted to accurate modeling of the Baltimore and Ohio Railroad? Well, for openers, the model looks damn good in B&O paint, and it looks like it ought to be a

B&O car. Then too, as pointed out in this month's editorial, most people don't have the time or money to faithfully duplicate every aspect of the B&O, and will be happy with a compelling model that, while not an exact copy, captures the flavor of the prototype. Finally, judging by how fast these models sold out at Walthers, this car has been very popular with B&O fans. (As of this writing, only B&O, PRR, and undec are sold out, but B&O should be in stock in early July 2007).

To begin with, let's look at what on this model does not match typical B&O practice. The main problem with this model is the doors. B&O cars had two double doors, evenly spaced from the ends of the cars, but not spaced closely to each other.

This model has two doors, one single, the other double, spaced evenly from the ends, but such that the centerline of the car is closer to the double door than to the single door; and finally, the doors are much closer to each other than on any B&O car. The model also has a smokestack, indicating a stove for messenger service. As far as I can tell, the B&O didn't have stoves (and hence, no smokestacks) in their passenger cars outfitted for messenger service. (Presumably, they used steam heat.)

The underbody equipment layout is undoubtedly different. The side rivet pattern is different, and the ends have a curved, rather than straight, fascia. A

picture of a former B&O class B-8 baggage car can be viewed at <http://rr-fallenflags.org/bo/bo911560ags.jpg>.



Now, I would like to tell you what I think is right about this model, and why I now have two running on my layout. First, the paint job is superb, and really makes this model. It is smoothly applied, just slightly glossy, and the colors look right. The stripes are not too thick or thin, and wrap around the carbody just slightly onto the ends. However, because of the doors being closer together, the road name is broken into three sections, rather than being continuous as on the prototype. Second, and this is what originally grabbed my attention regarding this model, are the doors, even though they are wrong compared to the prototype. Instead of putting in the typical, old fashioned, paneled doors with multiple windows, Walthers chose to use modern, smooth doors with large, rounded windows. (See "AC&F 70' Steel Baggage Car in O Scale, B&O Class B-8AA" by

Edward F. Bommer, *The B&O Modeler*, November/December 2005, http://borhs.org/ModelerMag/BO_Modeler_3_2005_NovDec.pdf). This was a change made to many B&O baggage cars by the 1950's, but isn't available on the most common plastic cars in HO. Those doors just grabbed my attention and screamed, "I deserve to be on your layout!" The model also has Globe Vents along the clerestory like the B&O's cars, rather than box vents as offered on the other versions Walthers has produced. The rest of the model is typical of the Walthers' line of heavyweights, and includes a fishbelly underframe, fully detailed underbody, six-wheel trucks, scale Kadee-clone couplers, and working diaphragms.



The side handrails are mounted, but the end, roof, and equipment box grabs are not, and it is up to the modeler to drill out the holes and install them. The left side "L" grabs on each end are a pain, incidentally, as the hand brake-lever is in the way; I ended up cutting off the grab's leg until it was just barely longer than the distance I wanted to space the

grab from the end, and then carefully slid it into place.

As on previous cars in this series, there are no numbers printed on the sides; a sheet of decals with appropriate numbers is included. Unfortunately, Walthers printed numbers in the 500 series, which

only would be suitable for cars in class B-6, wooden bodied cars built by Barney & Smith in 1910, and only 62' 10 ¾" long over their coupler pulling faces. Also missing from the car is the "Railway Express Agency" lettering. So, I put the Walthers decals into my spare decal drawer, and dug out Champion Decal Company's set PH-9D, which has the proper lettering and numbers to do whatever class I wanted.

The most suitable would be class B-18, numbers 494-499, built by AC&F in 1923 for the BR&P. These cars superficially resemble the Walthers' car, having two different sized doors, but, the sides are asymmetrical, with the smaller door always to the right. On the model both smaller doors are located towards the same end of the car. As luck would have it, I unfortunately, had already painted and lettered an Athearn baggage to model these cars, and with only

five prototypes, I didn't feel having more than one was warranted (it isn't even clear if they traveled over the system or stayed close to home rails). The apparent choice is class B-8 and sub-classes, which was the most numerous class of baggage car on the B&O, and probably what most of us think of when we think of the "typical" B&O baggage car. Many were built by AC&F, and they were numbered in both the 400 and 600 series. I already have a bunch of Rivarossi cars in the 600 series, but none in the 400, so that is what I chose to letter my cars. As you can see, I added the Railway Express Agency lettering also.

Other changes included painting the side handrails silver, and replacing the clone couplers with Kadee #36 couplers. Finally, I weathered the car with a light wash of grimy black.



So there you have it. To me, this model is a fine addition to my passenger car fleet, and fits in nicely with my idea of "good enough" and the thought that when a train goes rolling by, most visitors will

perceive the over-all effect of the train and not see individual discrepancies. Depending on your interests, this car just may be right to fill out your passenger train consists.

BUILDING A WINTON PLACE STATION KIT

BY WILLIAM CRAMER

PHOTOS BY MIKE LYTTLE UNLESS OTHERWISE SPECIFIED.



Prototype

I belong to a model railroad club with an HO scale modular railroad that we set up at train shows and other events several times a year. My set of modules depicts West Buckeye, a fictional western Ohio junction point where a busy east-west B&O main line is crossed by a branch line. I wanted to place a passenger station at the crossing to serve as a joint station. A very nice laser cut kit I have of a standard B&O passenger station just didn't seem to fit the setting, and I was having trouble coming up with an alternative. While I was pondering my dilemma, I visited the booth of Mountaineer Precision Products (www.MPP-Models.com) at a local train show, and there she was, proudly displaying her charms for all to admire. It was love at first sight! Mountaineer's Winton Place Station Kit met all the requirements for

West Buckeye; a passenger station with a B&O heritage, fun to build, and the right size and shape to comfortably fit the space I had in mind. In addition, the station could be made the centerpiece of a group of buildings that are interesting as well as fun to build and display on our modular railroad.

Mountaineer's Winton Place passenger station kit is a laser cut wood kit that comes in all the major scales. The footprint of the station model is 53 scale feet wide, and 35 scale feet deep. The full set of models includes a baggage shed, a passenger shelter that can sit on the opposite side of the tracks from the station, and an octagonal sided crossing watchman's shanty that can stand at a grade crossing near the station.



Winton Place is a community that is part of the City of Cincinnati, Ohio, and is located about five miles north of downtown Cincinnati along the B&O main line entering the city from the east. The station was built by the Marietta and Cincinnati Railroad in 1872, just after the B&O acquired control of it and decided to build its own line into downtown Cincinnati rather than rely on trackage rights over the Cincinnati, Hamilton and Dayton Railroad. Shortly after the line and the station were built, the B&O granted trackage rights to the Big Four (CCC&StL) over this new line and the number of trains and passengers at the station increased.

The station was first called Spring Grove. In 1875, a racetrack called Chester Park was built nearby and the station was renamed to identify with it. The racetrack brought a big increase in local traffic that

prompted the railroad to expand the station in 1879, doubling its size. Unfortunately, not long after the expansion, a new interurban line took away most of the local traffic to the racetrack. In about 1895 the official name of the station was changed to Winton Place, reflecting the name of the surrounding community, but the station continued to be known locally as Chester Park for a number of years. Activity at the station declined in the 1920's and '30's, prompting the railroad to consider closing it, but local opposition prevented it. The station then experienced a big increase in traffic in 1933 when the B&O granted trackage rights to the N&W and PRR for their passenger trains over the line past Winton Place to give those roads access to the new Cincinnati Union Terminal. In 1934, in the midst of the great depression, up to 66 passenger trains a day stopped at Winton Place!



Winton Place Station in April 26, 1959. Edwin Kirstatter photograph.

By 1967, passenger traffic had virtually disappeared at Winton Place, like everywhere else on the railroads, and the B&O closed the station. The final blow was a grade separation project that made the tracks inaccessible from the station beside it. Chessie System donated the station to the Sharon Park Heritage Village in Sharonville, Ohio. In 1969 the structure was disassembled and removed to storage, then later reassembled in the Heritage Village, where it is still on display as part of a setting depicting the heritage of Southwestern Ohio. At the village, the station is identified as the Chester Park Station.

The restored station is painted yellow with green trim, which the historians at Sharon Park believe from their research are the original colors dating back to Marietta and Cincinnati days. We believe that about 1895 the station and the outbuildings were painted in B&O's familiar Indian red. Then, after World War II the buildings were painted in the cream with black trim scheme. In the early 1960's the buildings were all painted University of Cincinnati bright red with black trim in recognition of its many students and faculty that used Winton Place station traveling to and from school.



Winton Place Station in April 1963. Edwin Kirstatter photograph.

The Winton Place setting is pictured on page 30 of the first quarter, 2006 (Vol. 28, #1) of the Society's *Sentinel* and was the subject of an excellent diorama constructed by a group of Cincinnati modelers. In addition, there are photos of the station, including in its original smaller size, and the outbuildings on pages 15 thru 19 of the Society's Fall 1994 special Cincinnati issue of *The Sentinel* (Vol. 16, #5&6). The photos indicate the station remained largely the

same thru most of its life, but we can note from a 1918 photo on page 16 of the "Cincinnati" issue that there was a set of stairs, probably leading to a rear door, that do not exist later in the building's life, nor on the model as presented by Mountaineer. Both of these issues of *The Sentinel* are still available from the Society's company store. They are also on the new CD's containing the back issues of *The Sentinel* that the company store has just added to its inventory.



Winton Place Station Watchman's Shanty in April 26, 1959. Edwin Kirstatter photograph.

The Model - Passenger Station

Let's take a good look at the Winton Place kit, and the outbuildings that add to the visual impact of the scene as well as to your modeling pleasure. The kit is produced from computer based laser technology that assures that the parts fit well. Mountaineer provides a good set of step by step instructions with drawings of all the parts and of each side of the model to guide you thru the construction process. All of the parts, and the corresponding drawings, have labels or marks to help you identify them. As with most well done kits, if you follow the instructions and take your time, you will produce a model you will be proud of. If you have not built a laser cut wood kit before, this may be a good one for your first project.

I fondly remember the B&O's post World War II cream and black (or dark brown) trim paint scheme and wanted my model to have this look. Whether you want it to have a B&O paint scheme, a private road scheme, or something else, I believe the kits

looks its best with a contrasting trim color that highlights the excellent detail. Having said that, we now set forth upon what is probably the most tedious part of the project, that of painting all that trim work. I started by spraying all the exterior parts with Floquil Depot Buff, which I use to represent B&O's cream color. By the way, I use double stick tape to hold the very light panels of detail parts to a piece of cardboard or wood while airbrushing. The last thing you want is for a sprue of little detail parts to get sucked into the exhaust of your spray booth and end up as little splinters in the flower bed outside your basement window.

After the depot buff paint has dried good, I proceed to mask off all the trim that I want to paint the contrasting color. And, there is a lot of it, so take your time to be sure you get the right parts masked the right way. I have good luck masking with clear cellophane tape (Scotch Tape to us old timers) that sticks well, but not too well. The very small laser cut

parts, especially the battens, are very fragile, so handling and masking them calls for extra caution. I found that leaving the parts in their frets helps to identify them, makes them a lot easier to handle, and reduces the risk of breakage or loss. The amount of touch up is surprisingly small, and worth the extra effort, when you remove the parts from the frets later to assemble the kit. Now is probably the best time to identify all of the parts, locate where they go on the model, and decide which ones get painted which color. Making notes can be helpful, and making some of these notes right on the wood next to the detail parts was a big help to me. My choice of paint to represent the trim on a B&O post World War II paint scheme is Floquil Roof Brown, and I brush paint all the trim. When you get past this tedious part of the project, you break out into the sunshine and can enjoy the rest of the journey.



I found the window openings on the walls of the HO scale model are a little too small for the windows that fit into them. Before you assemble the walls, assemble at least enough windows and doors (including the window glazing) to test fit them into the openings. If you found, as I did, that you need to file out the openings, it is a lot easier, and easier on the model, to do this work before assembling the walls.

The foundation and walls go together very easily, using the guidelines and numbers on the parts as a guide. I used pieces of scrap wood to help square up the walls and to add strength. The models on our portable layout get handled more than normal by being unpacked and repacked each time the layout is set up. I reasoned that because my model would be handled a lot, it should have extra bracing. This may be overkill, because the finished model is very solid.

The extra bracing does help keep the model square while gluing it together. My personal choice of glue for wood models is Walther's Goo, but you should use whichever product works best for you.

One of the parts of the basic structure is an interior wall, which probably was the back wall of the prototype building before an addition was made. It is necessary to support the roof on the main building where it meets the addition on the rear of the model. I found that the part supplied with the HO scale kits I built is about 6 scale inches too tall when it is installed, preventing the roof of the main building from resting snug against the exterior wall. Check this on your kit when you are assembling the walls by test fitting this interior wall because, if you find it too tall, it is easier to trim it to size before you glue it in place. Your clue can be if the interior wall is taller than the adjoining exterior back wall just to the left while facing the rear of the building.



When you add the trim and battens to the walls, your model will begin to look like the building you are expecting to have. The pieces containing the battens are fragile, so handle with care! It is, of course, important to line them up straight, but Mountaineer provides guidelines on the walls, so it is not difficult to do a good job. I am not a big fan of spray glues for a number of reasons, but now is one of those times when it is probably best to take your work outside or to a well ventilated area and use it. On the first model I built, I ignored Mountaineer's recommendation to use spray glue, and tacked the batten pieces at various points with Walther's Goo, being very careful to make sure it did not show. I found that while the battens held to the walls just

fine, the changes in temperature and humidity at the various places we set up our modular railroad cause the unglued but normally straight battens to bow slightly away from the walls. Even if your model never leaves your layout room, seasonal changes in the environment may cause the same problem. The bowed battens show upon close examination, but perhaps equally important, the very fragile battens are more subject to damage (I learned from experience that repairing them is difficult). Spray glue enables you to glue the battens to the exterior wall securely and avoid the bowing that I experienced.

Mountaineer recommends that the windows be assembled with clear acetate material to be used as glass and leave a 1/8" lip around the window as a gluing surface. They don't provide the window glass material with the kit, and I may have used material stiffer than they contemplate because it did not bend and glue very well. I found that trimming the window glass material flush with the edge of the assembled windows and cementing it in place in the window opening works just fine. Be sure to use a glue that will hold the glass securely to the window. White glue and "super glue" did not work for me, and you do not want to discover after the roof is securely glued down that window glazing is rattling around loose inside your prized model.



Adding the detail parts is one of the most enjoyable parts of building a model, I guess because the detail brings the model to life and gives it personality. The drawings that are part of the instructions are very helpful here. There are several steps to adding trim to the windows and doors. As you proceed along, you will see the model take on its special personality, and you will appreciate the effort you went thru earlier to carefully mask and paint all that trim. It is

also worth noting that there are five different sizes of rectangular trim that go above the window cornices, a couple of which are very close in size. You will find matching guidelines on the exterior walls above the windows, but it is easy to get them in the wrong place. Be sure to match each one to its correct location before gluing any in place.

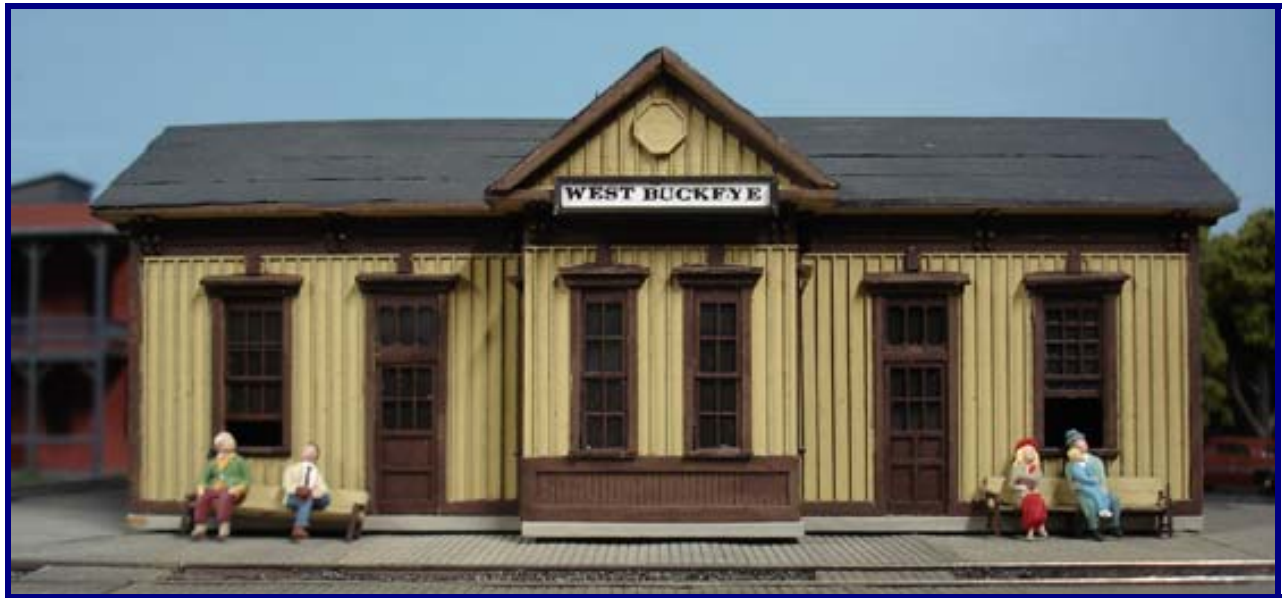
Assembling the roof may seem a little tricky because of all the odd shaped parts, but if you follow the instructions and be sure to use the matching letters on each part, it will go quickly. Adding a roof to a model structure is always a little intimidating to me because it is, regardless of its size and viewing position, the most visible part of your model. Your finest modeling work can easily be lost under a poorly done roofing job. Mountaineer provides lots of shingles with their kit for this part of the project, and the photos in *The Sentinel* show us that the station had a shingled roof. But, I was frankly a little overwhelmed with the prospect of getting all of those rows of shingles straight and lined up with each other on the very ample roof surface of the model. I chose to install a tarpaper roof, and did it by cutting masking tape to scale 4 foot wide strips and applied them to the roof using white glue to reinforce the masking tape's adhesive. You can achieve a credible looking roof that does not overpower the model if you lay the strips down straight and flat, and overlap them as you would expect a professional roofer to do. If you want to shingle the roof (and I think it would look great) but don't want to tackle laying the individual strips of shingles, Plastruct offers sheet styrene shingled roof material in various scales. I did not use the Plastruct material on my Winton Place models but have had good luck with it on other modeling projects.



Early issues of the HO scale kit did not include a chimney, but Mountaineer has added a chimney to later issues. You can, of course, substitute your choice of chimney. *The Sentinel* photos show a fairly tall chimney astride the roof peak right where the peak of the dormer roof for the bay window joins the main roof. *The Sentinel* photos also show lamps hung under the overhang at each trackside corner of the station and centered over the bay windows facing the track. You can find lampshades to add to your model available from one or more of the detail part

suppliers. I added benches, borrowed from the passenger shelter across the tracks, some waiting passengers and a few other details to give added life to the model scene.

This kit was a lot of fun to build, and the results were very satisfying. The model now serves the citizens of West Buckeye with style, making an appearance several times a year as our modular railroad is displayed, drawing compliments that are worthy of the kit's producer, Mountaineer Precision Products, and the prototype building's long heritage.



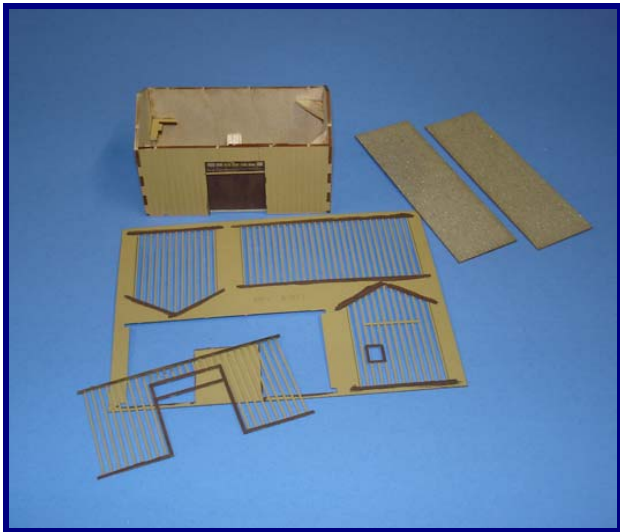
Baggage Building

This little building doesn't look like much by itself, but it is an important part of the total Winton Place scene, and is fun and not difficult to build. I gave it the same Floquil Depot Buff and Roof Brown paint scheme to match the station building, and used the same techniques for painting, including paint everything in their sprues for easy identification and handling. There isn't much to mask off here, so this phase of the project goes pretty quickly.



I used extra scrap wood, some from the sprues themselves, to help square up and reinforce the structure. This building is not nearly as sturdy as the station, so the extra reinforcement seems important to me, remembering that the building will be handled a lot in packing and unpacking when our modular

layout is displayed. I made it a special point to put backing behind the door so an errant thumb isn't as likely to push it open in an unprototypical way. If your model will not be subject to a lot of handling, you certainly don't need to go to this extra effort.



Like the station, the laser cut wood parts to this kit fit together very nicely with a minimum of effort. This is also another model where the very fragile battens should have spray glue to hold them securely to the exterior walls. The battens for the two ends of the model are interchangeable, so you can locate the blanked out window and left over trim from a former door on either end of the building, depending upon how you plan to position it on your layout. A photo of the prototype shed at Winton Place in the special Cincinnati issue of the Society's Sentinel (Vol. 16, #5 & 6), shows the building with the former side door, which you can add by cutting away the battens and adding your choice of material to simulate the doors and trim to the side wall.

The roof supplied with the kit is cardboard. In keeping with my objective of making the model as sturdy as possible, I added a piece of scrap wood between the peaks of the end walls to give these cardboard roof pieces extra support. This may be useful in building a durable model even if yours is not subject to a lot of handling. Or, substituting wood or plastic for the roof pieces may help, as well. Mountaineer recommends using spray glue to secure the shingles. I mentioned earlier that I am not a spray glue fan, so I searched for an alternative. I thought white glue might warp the cardboard, so I tried double stick tape, applied to the cardboard roof, then the shingles applied to the tape. I may not be the first guy to try this, but it was new to me, and it worked! I

don't have a long term experience to pass on to you, but I used it on the Winton Place baggage shed and passenger shelter three years ago, and the shingles are still intact after a lot of handling and several module shows. The double stick tape permits you to lift and reposition the strips of shingles as long as you do not press them down. Once you do that, you are pretty well committed to that position.



A little practice and some patience will help here. On a second model I built to illustrate this article, I found the shingles provided with the kit were the "peel and stick" type. This meant, I thought, no need for the double stick tape. Unfortunately, I found the strips of shingles were impossible to peel from the backing without taking some of the backing with them and blocking the adhesive. This may have been because of poor quality, poor storage conditions somewhere in the distribution system, or just me. In any case, it sent me back to the drawing board to complete the project in a timely way. I decided to try using white glue to hold these "no stick" shingles in spite of concerns of the moisture warping the cardboard. I was careful to use the glue sparingly, and fortunately, the cardboard was able to absorb the moisture without warping. Using Plastruct asphalt roofing shingle material that comes in styrene sheet form would also work well here as a replacement for the cardboard roof and shingles provided with the kit. You will still need to add a roof cap from the shingle material provided, but the roofing project can go quickly and look good with a minimum of effort.



When you are finished, you have a nice little companion building to stand beside your Winton Place station on your layout.



Passenger Shelter

This is by far the most delicate of the four Winton Place models. It is probably too fragile for use on a modular railroad where it gets packed, unpacked and repacked again each time we set up the layout. But, it is an unusual little structure that adds a lot to the scene it is part of, and is worth the effort to care for, and occasionally repair it.

Painting the trim parts on their sprues is very helpful here, because the framing and legs for the structure are very fragile. A little touch up will be needed, but this is a good trade for having to repair broken parts before they make it onto the model. Keep in mind as you prepare to paint, that both the inside and the

outside of this model are visible, so painting both sides of the walls and all sides of the legs is helpful.





When I built my first shelter kit, I wondered how long the middle support post would survive. It was about three shows! Fortunately, the broken post got saved and I repaired and reinforced it, but, alas, it broke again a couple of shows later. For the second kit, built for this article, I substituted a piece of Plastruct MS-60 styrene square rod for the center post. It is the correct size, and can be spliced into the framing that the center post is a part of. The plastic rod is fairly flexible and should be more durable than the wood post.

In response to the same durability concerns that I have for my models in a modular railroad environment, I added scrap wood to the inside of the model to reinforce it. On my modules, the shelter faces away from the viewing area, so you can't see the interior of the shelter. If the reinforcement is placed high in the corners of the inside walls, you can't see it anyway, and using the benches that come with the kit helps hide any reinforcement placed at the bottom edge of the inside corners.

The instructions don't tell us, and the photos don't show it well, but the two "v" shaped pieces in the same sprue with the back and sidewall trim are for the outer edges of the roof at each end of the model.

Once again, we have a cardboard roof to lay shingles on. So, once more I used the double stick tape idea that we tried on the baggage shed with success, so far. You can easily substitute plastic sheet, thin wood sheet, or some other material cut to size using the cardboard provided with the kit as a template which will enable you to use white glue without fear of warping the cardboard. As with the baggage shed, I found the peel and stick shingles did not peel well from the backing, so I cautiously used white glue to secure the shingles on the second model, and without warping problems. And here again, Plastruct roofing shingles in styrene sheets may be your preferred method of achieving a good looking roof for your model.



There is a photo of the passenger shelter at Winton Place on page 18 of the "Cincinnati" Sentinel issues that shows some of the detail that can be added to this interesting and unusual model, such as a track number sign and posters. I bet you can come up with a couple of additional details and perhaps some waiting passengers to give life to your model scene.



Octagonal Watchman's Shanty

The prototype for this unique little structure has survived and now serves as a ticket booth at the Sharon Park Heritage Village in Sharonville, OH. where the Winton Place station is displayed. It stood at a grade crossing next to the station in Winton Place and was a part of the total Winton Place scene that Mountaineer Precision Products has enabled us to either emulate or produce our own variation of.



The model may seem a little intimidating because it is small and has a lot of very small parts. With a little care and patience, and by following Mountaineer's instructions, you will find that it goes together very nicely.

As with other Winton Place models, I painted all the parts while they are still in their sprues. This helps in identifying and handling these fragile parts. You will be able to see the interior of the finished model thru all those windows, so you may want to paint the interior before you begin assembly. The most demanding part of this project is assembling the seven individual walls and their windows. The instructions don't remind us, so don't forget, the time to add window glazing is during window assembly. Also, sanding the edges of each of the eight walls to a bevel is a must to get a good fit.

With all those windows, the model seems to cry for an interior. I have not added an interior to my model, but plan to, so I was careful not to glue the roof on until I can get to it. There probably should be a pot bellied stove (what else would the chimney be for) and a bench for our crossing watchman to sit on. I haven't figured out yet what else should or could go inside. Perhaps a calendar (only with appropriate railroad theme pictures, of course) so the men living on your layout that are assigned to this job can keep track of their days off.



Spend some time getting the walls glued together properly. The floor and wall cap help a lot. Just be sure you don't glue the wall cap until you get all the walls in place and any interior detail you want in position.

The triangular roof pieces on my model needed to be trimmed to get them all to fit. Do some test fitting to be sure you know where you are headed, then trim or sand as you find the need. It appears possible to end up with a misshapen roof if you glue the first roof pieces down without test fitting to know if they will need trimming, or not.

Mountaineer provides tissue paper to simulate a tarpaper roof for this structure. I decided it would look best if it had a shingled roof. Cutting and cementing the short strips of shingles to each of the

Acknowledgements

Thanks to Mike Lytle for the great model photography work, to Ed Kristatter for the use of his photo of the Winton Place scene in living Cincinnati Bearcats red and to Dan Finrock for his research on paint schemes and many photographs.

References

July, 1939 *Model Railroader* by M. D. Thornburgh. O Scale model of Winton Place.

History of the village of Winton Place can be found at www.wintonplace.org/WPhist

History of the station and information on Sharon Park Heritage Village can be found at www.heritagevillagecincinnati.org/Bdetails/ChesterTSD

eight panels, plus roof caps over each peak was a bit tedious, but I liked the end result.



There are two photos of the prototype for this model on page 19 of that great Cincinnati Sentinel. These pictures show that at one time the shanty had a shingled roof.

Also, what looks like a coal bin and toolbox were attached to the back of the structure.

These and some additional detail that show in *the Sentinel* photo (I love that bell) or detail of your choice can give additional life to this interesting little model.

I hope you enjoy building this unique little model as much as I did, and I think you can expect it will draw comments and compliments from visitors to your layout.

UPGRADING THE ACCURAIL/5TH AVENUE CAR SHOPS HO SCALE E. KAHN'S SONS CO. 40-FT MEAT REEFER

BY GREG MARTIN

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Editor's Note: With the kind permission of Greg Martin, John Greedy, and Denny Anspach, we are pleased to present the following article in The B&O Modeler. This article was originally presented as a clinic at Prototype Rails 2007 held in Cocoa Beach 5-7 January 2007. Using custom decorated kits donated by Bob Walker and Dennis Storzek of Accurail and Jim Singer of 5th Avenue Car Shops, Greg Martin conducted a hands-on clinic on how to upgrade this already attractively painted and lettered kit to a more accurate model of the 3700-series cars leased by Kahn's from National Car Company.

This project is of particular interest to B&O modelers (especially to those modeling the Cincinnati area during the mid-1950s) as the B&O's Mill Creek Yard served the Kahn's plant.

Introduction

In 1953, E. Kahn's Sons Co. repainted their leased National Car Co. cars with a large script Kahn's herald. The cars we are focusing on are from the EK SX 3700-3799 series and represent those cars (as well as similar Fruit Growers Express and Western Fruit Express cars) with a 12'-7" exterior height at the eaves. (Ed.: See the sidebar by John Greedy for more information on Kahn's and their car fleet.)

Recently, 5th Avenue Car Shops released a custom painted HO scale Accurail reefer kit that models these cars. Unfortunately, the Accurail reefer differs in several significant details to the prototype cars;

however, with a reasonable amount of work, you can upgrade this kit to a more accurate model of the Kahn's cars while saving 5th Avenue Car Shops' excellent paint and lettering. This project is what I refer to as a "save paint" project, and includes some now familiar techniques using styrene to replace many wire parts.

Once you finish this model, you will want to use these techniques to utilize the Accurail reefer for more FGEX and WFEX projects. The finished project appears so well detailed; you will be surprised by the results.



EKSX 3740, St. Louis, MO, (Joe Collias photo, Jim Singer collection)

Project Overview

This project should take you a couple of nights and perhaps two weekends or less to complete. This conversion requires rebuilding the center sill and side sill and the addition of a new channel end sill to conform to FGEX and WFEX practice. The following modifications will be made to the Accurail model to more closely match the prototype car:

Underframe

- Remove the original cross bearers, cross ties, and original brake component mounting positions (with the exception of the brake cylinder mount).
- Replace the kit's fishbelly center sills with a straight channel center sill.
- Make new cross bearers and cross ties and install in the correct locations.

- Install brake components in the correct locations and add levers, rods, and piping.

Carbody

- Strip the carbody of the molded on grab irons, ladder rungs and corner grabs and replace with styrene rod and wire parts.
- Remove the rivet strip below the wood side sheathing and replace with strip styrene to represent the prototype side sill.
- Add channel end sills.
- Replace kit running board with Modeler's Choice laser cut wood running board.

These techniques used for this conversion apply to modeling many FGEX and WFEX cars from the Accurail model as well.

COMPANY PROFILE: E. KAHN'S SONS PACKING COMPANY

BY JOHN GREEDY

ROSTER DATA COMPILED BY DAN HOLBROOK

Elias Kahn emigrated from Germany to the United States and in 1883 started a neighborhood meat market in Cincinnati, Ohio. Kahn's market specialized in smoked pork and sausage making and occasionally dressed beef. In 1899, Kahn's sons incorporated their late father's market as E. Kahn's and Sons. The neighborhood market had grown to several local markets and in 1913, the sons again changed the name to E. Kahn's Sons Company.

The business continued to expand but could not keep pace with the local meat market. The sons organized a large dedicated packing plant for pork and fresh meat. In 1926 E. Kahn's Sons Company opened their new packing plant at 3241 Spring Grove Avenue in the Camp Washington area of Cincinnati, adjacent to the Cincinnati Union Stock Yards.

The B & O Railroad Mill Creek Yard served the stockyards and Kahn's packing plant. The stockyards covered nearly 40 acres and had chutes for loading and unloading up to 38 rail cars. The stockyards also served as a stock rest and feeding station for stock traffic on the B&O. B&O Brighton Yard (just south of the Union Stock yards) was the major initial icing and re-icing station on the B&O. The ice dock was operated by Fruit Growers Express and was located in the eastbound yard.

After WWII Kahn's sold its fleet of E.K.S.X private cars to National Car Company. National Car Company, a member of the affiliated companies of Fruit Growers Express, Western Fruit Express and Burlington Refrigerator Express, supplied both FGE 1921 and 1927 design cars to Kahn's (the B&O was a part owner of the Fruit Growers group) with reporting marks of E.K.S.X.

Kahn's reefers were decorated in the standard National Car Company basic scheme of reefer yellow/orange body, freight car red ends/roof (post 1953 roofs were aluminum) and large red script "Kahn's". Cars were stenciled "WHEN EMPTY RETURN TO E KAHNS SONS CO, B&O RAILROAD VIA SERVICE ROUTE".

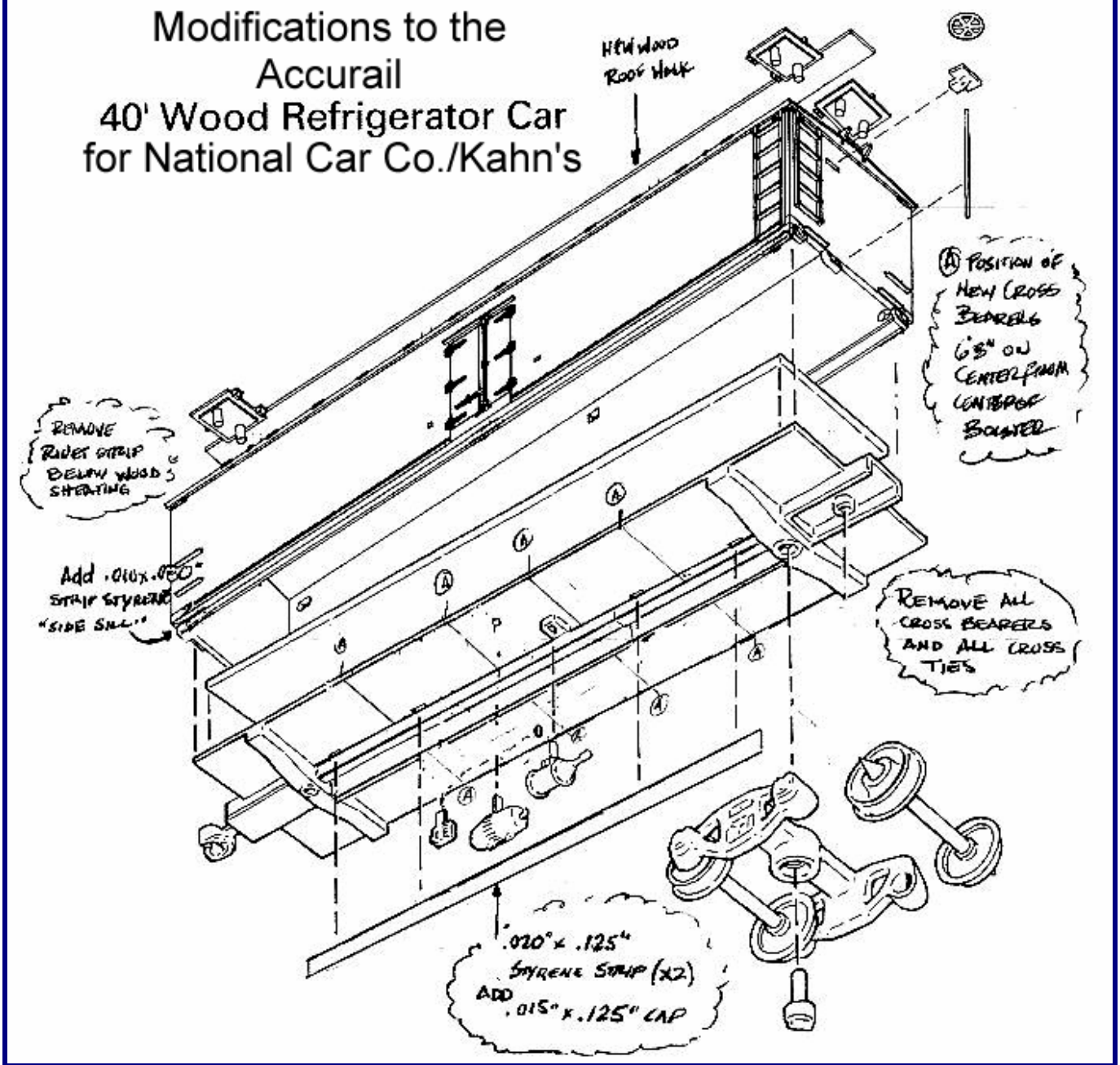
WOOD SHEATHED REFRIGERATOR CARS LEASED TO KAHN'S, 1939-1965

ORDER ISSUE	SERIES	NUMBER OF CARS	AAR CLASS	NOTES
January 1939	EKSX 1001-1199	125	RAM (Brine Tank)	Various lengths and capacities
January 1943	EKSX 1001-1199	160	RAM (Brine Tank)	Various lengths and capacities
January 1950	EKSX 1029-1227	144	RAM	37 ft cars
January 1951	EKSX 1029-1227	117	RAM	37 ft cars
January 1953	EKSX 1029-1227	75	RAM	37 ft cars
January 1954	EKSX 3700-3799	23	RAM and RSM	
January 1958	EKSX 3700-3799	55	RAM and RSM	
January 1961	EKSX 3700-3799	44	RAM and RSM	
January 1965	EKSX 3700-3799	21	RAM and RSM	

E. Kahn's Sons specialized in smoked hams, sausages, and deli meats. They also process fresh and kosher meat for eastern markets. Kahn's flagship product was their smoked hams – The American Beauty Ham. Kahn's had adopted the red American Beauty rose as the company logo.

In 1966 Kahn's was sold to Consolidated Foods Corporation, now known as Sara Lee Corporation. The Kahn's brand lives on as part of Hillshire Farms/Kahns's Meats producing hot dogs, bacon and deli meats.

Modifications to the Accurail 40' Wood Refrigerator Car for National Car Co./Kahn's

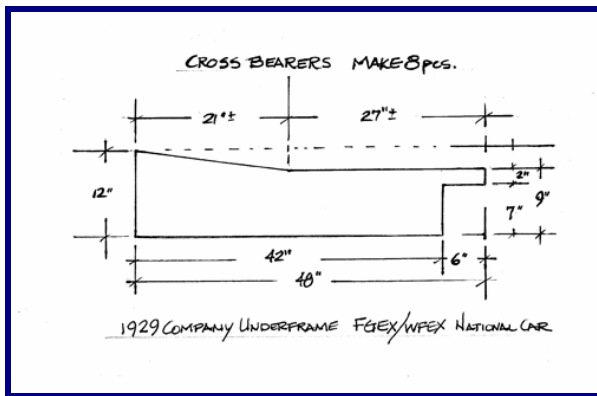


Overview drawing detailing modifications to the Accurail reefer.

Begin at the Beginning says Alice...

- First things first, let's remove all the grab irons and poling pockets from the car as well as the ladder rungs from inside the ladders. For the ladder rungs, this is where your "narrowed" #16 or #17 X-ACTO blade comes in handy. Make a cut perpendicular down through the rung at the point it meets the ladder stile. Then carefully remove the molded on rung in several passes in each direction. Then with the same blade carefully remove the balance of the plastic
- sliding the blade the length of the rung next to the stile.
- The kit underframe has the proper bolster spacing and a trued location for the new center sill, but only the location of the brake cylinder is of any value.
- To clear the molded center sill flange on the Accurail floor, notch the cross bearers on the inside corner to clear OR cut a notch in the molded center sill flange. Otherwise, the cross bearer will not fit flush to the floor.

- On the underframe, remove the cross bearers and the cross ties down to the floor with a sharp X-ACTO knife and a #16 chisel blade or as I did with a new single edge razor blade. Attach the weight to the underframe.
- Once you're done with removing the cross members and cross ties, add the new center sill fabricated from two pieces of .020"x .125" strip styrene placed into the original key slots for the fishbelly center sill. Add the cap made from .015"x .125" styrene strip. Set the underframe aside to dry as we move on to fabricating new cross bearers.



Cross Bearers

- Make eight (8) new cross bearers from .020" x .125" styrene strip using the above drawing as a guide. The total length of the cross bearers is 4 scale feet from tip to tip.

- The notched end of the cross bearer will be set on top of the new side sill and should be flush to the outside edge of the side sill; this is visible in photos.
- The beveled end will be set flush to the top of the newly created center sill. This may leave the cross bearer slightly suspended but don't worry. The measurements are given as \pm as there is room for error.
- Set the cross bearers aside for final assembly. Let's move to the fabrication of the side sill on the carbody.

Carbody side sill

- The Kahn's cars as well as the FGEX and WFEX side sill were fabricated with an 8-inch channel sill. Our kit's side sill is approximately 6", so we need to add a new side sill from .010" x .080" strip styrene.
- The proper exposure for the side sill is 7" with 1" covered by the wood sheathing.
- This sill extended the entire length of the carbody and beyond to support the end channel (approximately 3-inches). Add the new sill flush to the bottom of the wood sheathing over the existing sill once you have removed the molded on rivet strip.

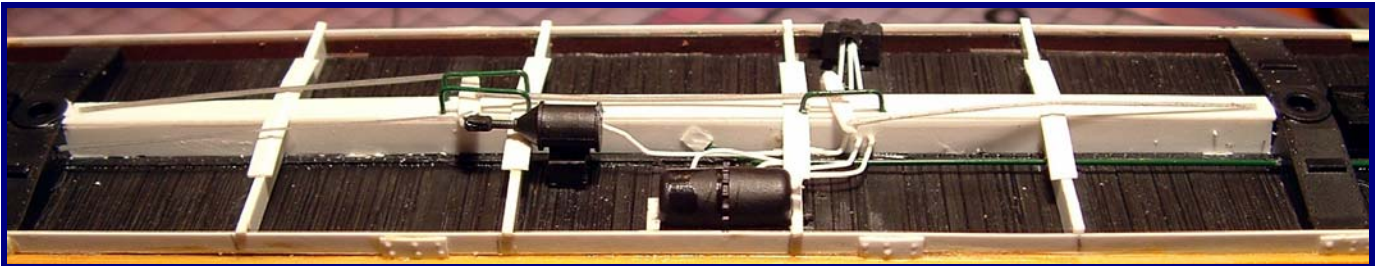


FGEX 34833. The car pictured has a 6" side sill, but most detailing is the same. (Jay Williams photo, Jim Singer collection)

- Note that the sill supports the end channel sill. Also note the cross bearers support the side sill from below and that this underframe has been "fish-plated" at the bolster. The side sill has been divided into thirds with two additional "fish-plate" channel web stiffeners to reduce deflection on the side sill. This was common but not universal. Some cars photographed in the 1960's
- were not upgraded (e.g., EKSX 3740). The "fish plates" were made from small pieces of .010" x .060" styrene strip with the embossed rivets, a total of six on each plate.
- The total length of the new side sill is 41'-6", best to cut it long and trim to match the end channel.



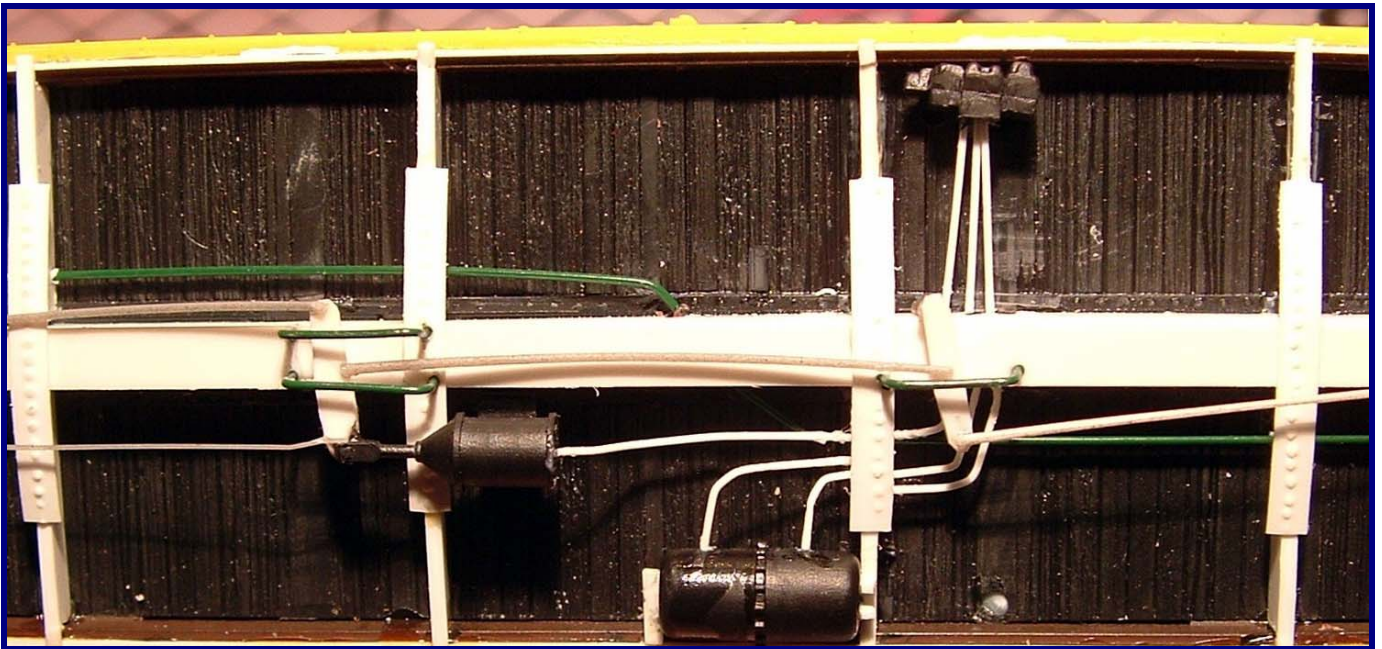
- Add the end channel to the carbody flush to the bottom of the wood sheathing. Set aside the car body and go back to the underframe.



Underframe Assembly

- Install the train line in two pieces through the center sill. I used the green floral wire included in Funaro & Camerlengo kits.
- Insert the underframe into the carbody. Ensure you installed the provided car weight provided.
- The location for the new cross bearers are marked on the drawing with the letter A and are on 6'-2" centers starting from the bolster and working towards the center of the car. Make sure the tabs created catch the side sill. You can see my pencil marks in the photos on the side sill; the center sills marks have been covered.
- As an option, you may wish to add the cross bearer support strap that runs across the top of the cross bearer and over the center sill to the

opposite side of the car. This strap starts where the cross bearer angles up and continues across. I fabricated mine from .010"x .080" styrene strip and I added the simulated rivets with the point of a divider. This is a simple technique where by you find the center of the styrene strips (I usually get the first one off-center on the first try) and lay your metal ruler tightly down against the strip and at each marked interval press the point of the dividers into the plastic just enough to create a dimple but not a hole. Again it is an option that may only occasionally get noticed. If you have made the cross bearer support straps add them now.



- Add your brake components per the photos provided, as this is the correct placement based on photo evidence of these cars. The kit instructions do not represent the proper placement for these cars.
- You may choose to spend your time making your brake lines from metal wire but I find it faster and easier to make them from styrene rod. The train line and brake hangers are from painted floral wire, which is extremely flexible. You may elect not to add the brake rods and pipes; it's your option. The left side of the photo represents the hand brake rod end or B end.
- Three years ago, I decided to experiment with replacing the ladder rungs on cars in my fleet that had molded on ladders with styrene rod instead of removing the entire ladder. Although not as acceptable by some folks it is an alternative to removing the ladders especially on cars with dreadnaught ends and works well here as well. You be the judge.
- I leave the bolt on the ladder stile, at least on one side, so that I can easily determine the position of the rung. When it comes time to add the new styrene rungs I simply make a small "V" cut into the stile at the bolt and add my new styrene rung made from .010" styrene rod. I flatten the rod tip

Refining Details to the Accurail Carbody

at the end that doesn't fit into the "V" so that it stays in position when cemented into place.

- Add the pre-formed metal grab irons to the sides and ends and the corner grabs to the roof of the

car using ACC cement. The corner support is a small piece of brass grab iron stock.

- Add the Modeler's Choice #602 laser cut running board made especially for this car.



The Ends Justify the Means...

- Add three small wedges above the coupler pocket that fit within the end channel sill. I created these from scraps of .010" styrene with a taper of zero to 3-inches \pm 6-inches long. Space them according to the photo.
- The brake platform supports and running board supports are made from strips of cleaned old aluminum pie pans trimmed to approximately 2-inch wide strips. They are flexible and conform well. (I borrowed this tip from Stan Rydarowicz.)
- Add the sill steps. I used the Details Associates engineering plastic steps; you may elect to use the A Line formed metal steps. (*Ed: The Tichy steps listed in the Bill of Materials are a closer match to the prototype photo.*)
- I fabricated my own retainer valve from scrap styrene and the retainer valve airline from brass wire or styrene rod.
- The Kadee air hose is mounted closely to my AccuMate Proto Coupler box. These have quickly become my coupler of choice. (*Ed: See the sidebar by Denny Anspach for tips on installing these couplers.*)
- My thoughts on the cut levers are to either make my own from wire or use an available Grandt Line part that includes the "hoop" for the brake staff. (I just haven't had the time to run one down.) I made my cut levers from steel wire, and the hanger brackets are aluminum strip (from the pie pan) folded over the cut lever.

Off to the Paint Shops

- I will touch up my car sides with a 50-50 mix of Floquil Reefer Yellow and SP Daylight Orange, and the ends with Floquil Boxcar Red. An alternate color match may be Floquil Poly S

Acknowledgements

A very special Thank You to all of the following:

- Bob Walker and Dennis Storzek of Accurail, Jim Singer of 5th Avenue Car Shops, and Modeler's Choice for donating the cars and laser cut running boards for the clinic at Prototype Rails Cocoa Beach. Jim's research for this car made it possible to share it with all of you.
- Bill Welch for his efforts to preserve the history of "Our Companies" (FGEX/WFEX/BREX/NX). Without his writings, this project would have hit a brick wall.
- Joe Collias, Jay Williams, and Jim Singer for sharing prototype photos.
- John Greedy for his profile of E. Kahn's Sons, Co.
- Dan Holbrook for his roster data research from 1953 to 1968.
- Mike Brock and Richard Hendrickson for their vision of this very special clinic.
- Mont Switzer, my Mentor, for his years of dedication to this hobby.
- Dr. Denny Anspach, the kindest and most positive, gracious man I have ever known in this hobby, for his coupler tips and other help for this clinic.

Mineral Red and Rail Box yellow; nonetheless weathering heals all wounds ...

- The cars out-shopped after 1953 had silver roofs; my choice will be silver with a dash of white to "scale down" the effect of the silver.
- The underframe and trucks of these cars were painted Boxcar Red.

Final Thoughts...

- The cars were mixed with other NX cars serving Kahn's as a shipper well into the 1960's. The cars were returned empty to the B&O and Cincinnati was a major gateway for many other roads; there is evidence that these cars traveled widely in both the eastern as well as the western United States.
- This project is just good old fashioned modeling fun and may challenge your skills or improve them with a few new tips. This is an excellent kit, nicely tooled and well detailed, and is an inexpensive starting point to re-fit to an easy detailed meat reefer.
- As the photos show, the completed car will rival your more detailed (including resin) models, and styrene is a simple and forgiving medium.
- Additional construction photos can be transmitted electronically upon request. Please e-mail me at tgregmrtn@aol.com if you have any questions about this project.

- And last but not least, to all of you for your interest in this clinic and article, for it's all of you that make prototype modeler meets and *The B&O Modeler* possible.

Bill of Materials

5th Avenue Car Shops

(<http://5thavenuecarshops.com/>)

- Kahn's 40-ft Refrigerator Car

Accurail (<http://www.accurail.com>)

- #1020 - PROTO:HO Scale Size Coupler

Evergreen

(<http://www.evergreenscalemodels.com/>)

- .010" x .060" strip styrene
- .010" x .080" strip styrene
- .015" x .125" strip styrene
- .020" x .125" strip styrene
- 8 cross bearers made from .020" x .125" strip styrene (see text)
- .010 styrene rod

Floquil (<http://www.testors.com>)

- #110030 Reefer Orange
- #110074 Boxcar Red
- #110134 SP Daylight Orange

Kadee (<http://www.kadee.com>)

- #438 HO Scale Air Hose & Angle Cock assembly

Modeler's Choice

(<http://www.modelerschoice.com/>)

- #602 Accurail 40 foot wood reefer laser cut wood running boards

Tichy (<http://www.tichytraingroup.com>)

- #3045 Double Step Bottom Mount

Westerfield (<http://www.westerfield.biz>)

- #1196 Roof Corner Grab Irons
- #1197 18" Drop Grab Irons
- #1198 18" Straight Grab Irons

Miscellaneous

- 2-56 x 1/4" screws
- Floral Wire
- Aluminum pie plate

Tools required

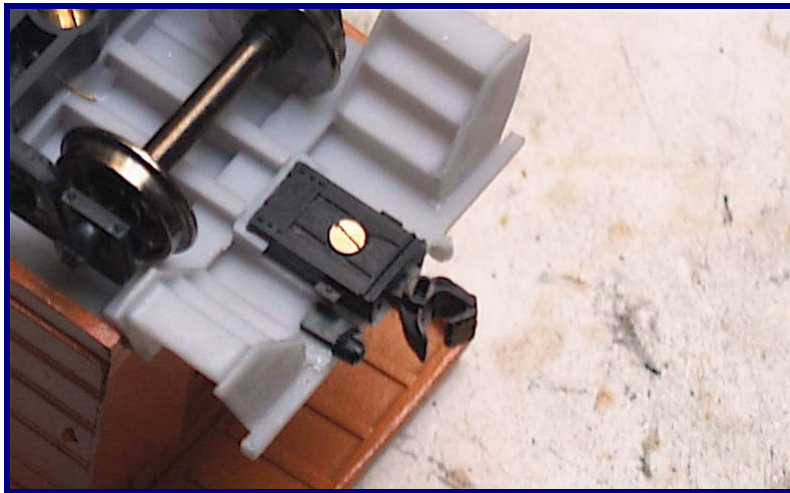
- Accurail #1002 Drill Jig for PROTO:HO Scale Size Coupler
- Dividers
- Metal straightedge/ruler
- Pin vise with #55, #74, and #79 drill bits
- Single edge razor blades
- X-ACTO #1 knife handle with #11, #16 (standard width), and #16 (narrowed by half) blades



ACCUMATE PROTO SCALE-SIZE COUPLERS

INSTALLATION TIPS

BY DENNY S. ANSPACH, MD



The Accurail Accumate Proto couplers have become popular with prototype modelers because of their near-scale dimensions, the available option of installing (or not installing) the magnetic trip pins, and couplers' housing within a proprietary dedicated scale-sized coupler pocket. These couplers are also unique in that the coupler and its box are ingeniously engineered to closely work only together (like the parts of a box hinge). The various moving apposing surfaces are polished and fitted to move quite smoothly, and the couplers do not “droop”. The close tolerances of this closely engineered coupler assembly requires very careful installation.

INSTALLATION TIPS

- Scribe a visible car centerline, a line established and confirmed with calipers. For reliable operation, the coupler-and-box *must* then be mounted on, and the fastening screws *aligned* to this exact line. *Note that not all truck center pins, coupler boxes and/or pads are in fact actually in alignment and centered!*
- Position and align the box exactly to the centerline (or use the Accumate Proto metal template), and only then carefully mark for drilling.
- Drill the mounting holes. #55 for 0-80; #61 for 00-90. Insert screws and allow self-tapping into plastic or resin.
- *Do not over-tighten screws.* The coupler assembly is very sensitive, and over-tightening either compresses the coupler shanks within the box, or expands the hollow coupler swivel post sufficient to prevent the coupler shanks from functioning freely.
- Shortening the coupler box short of the second screw-mounting hole creates a situation where the box can now rotate around a single screw if that screw is not down tight. However if that screw were drawn down tight, it would then interfere with coupler movement (see above). This problem can be addressed in several different ways:
 - a) Create an index pin. With the box carefully aligned and the single screw in place, drill a new 0.020” hole (#76) vertically through aft part of the box well into the car floor. Insert a segment of .019” or .020” wire through the box into the car floor and clip it off flush. It can be ACC'd in place if needed.
 - b) If the Accumate Proto box is to be mounted within a standard “Athearn/Kadee” box, then remove all of the box sides, leaving only small stubs or ears toward the rear, just sufficient to just embrace the smaller box and prevent it from rotating. (See above photo.)
 - c) Cementing the box can be attempted to prevent rotation, but it is not wise. Taking note that cement does not adhere well to these tough plastic boxes, this should only be a fallback solution; and if then, use only tough glues like Barge Cement or GOO. Do not use cement as your coupler assembly's only fastening, or if the new Accumate Proto box is mounted without its lid.

ENHANCING APPEARANCE

- Leave off the magnetic trip pins. While the coupler head may be near scale in width and height, the ersatz metal glad hands are a 3.5" in width! In this regard, the modeler who wants to keep the magnetic pins may be well be wise to stick with the full size coupler instead (where the disparity is less obvious).
- Instead of using the provided 0-80 visible round or pan-head screws to fasten the box, instead use 00-90 flat head screws driven almost invisibly flush instead. The depth of the 00-90 flat head is such that a countersink for the head can be hand driven safely with the tip of a .093" drill (#61). If the countersink is driven too far, however, it will irreparably damage/interfere with the hollow coupler swivel post (the reason why the deeper countersinking required by 0-80 flat head screws cannot be undertaken). An abundance of caution is the order of the day.

TROUBLESHOOTING

PROBLEM: The Coupler head does not center easily, nor do the coupler shank halves/knuckles separate smoothly.

- The screw through the coupler shank swivel post is over-tightened (see above). Loosen until coupler swings freely.
- If the box has been countersunk for a flat head 00-90 screw, the countersink depth is compromising the hollow coupler shank swivel post. Replace box and start over.
- If the box alone (without lid) is mounted on an existing coupler pad or box, the new bearing surface is rough. Often during the process of removing the original coupler post from the host car, the surface becomes pockmarked and scarred- and this *will* drag on the coupler shank. Fill the surface with Squadron putty, and then polish it smooth with 400 or 600 grit sandpaper. It takes but a few nanoseconds.

PLANNED FOR THE NEXT ISSUE

**P-24 Flat Car with Auto Frame Load
HO Scale FGE Reefer**

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